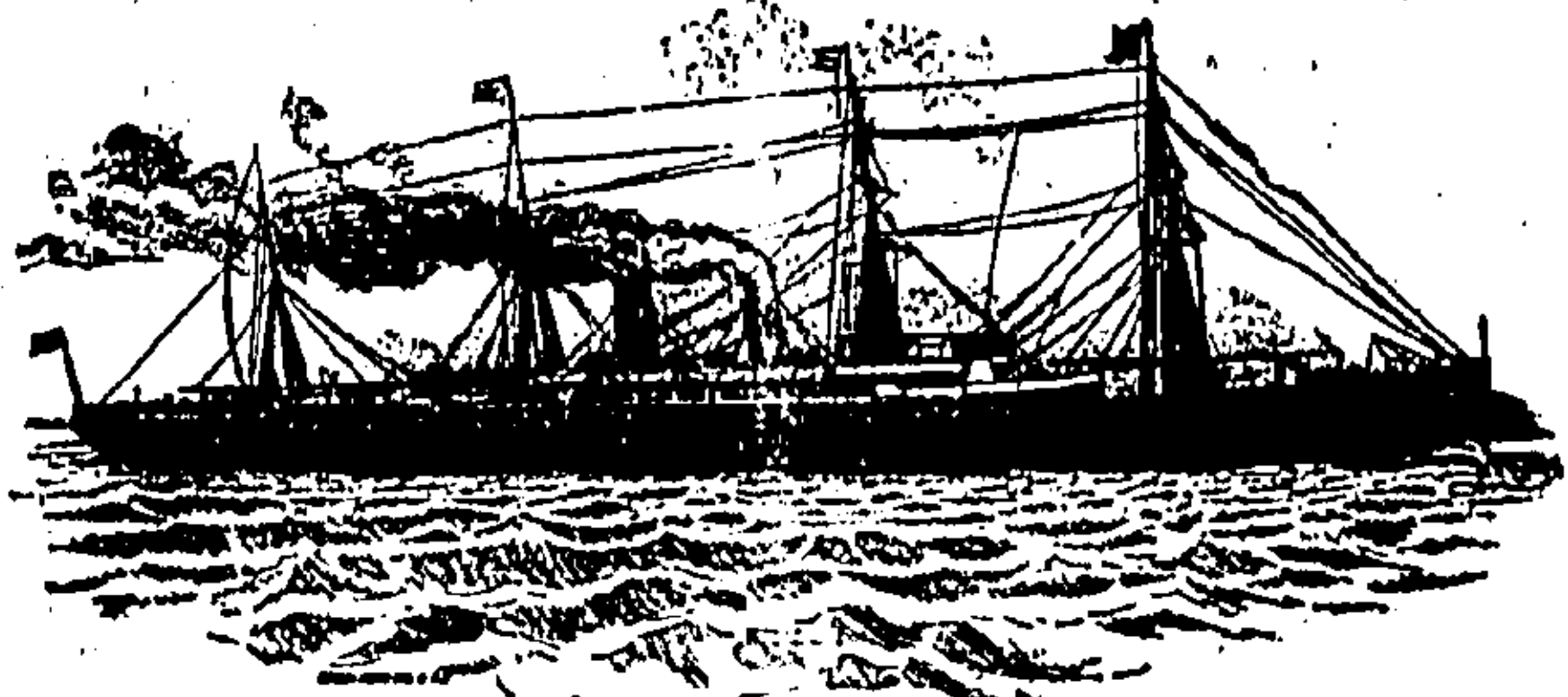


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,000 Gross Tons	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	1,284 "	THURSDAY, 21st July, at Noon.
"COPTIO"	4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA"	1,476 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,476 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

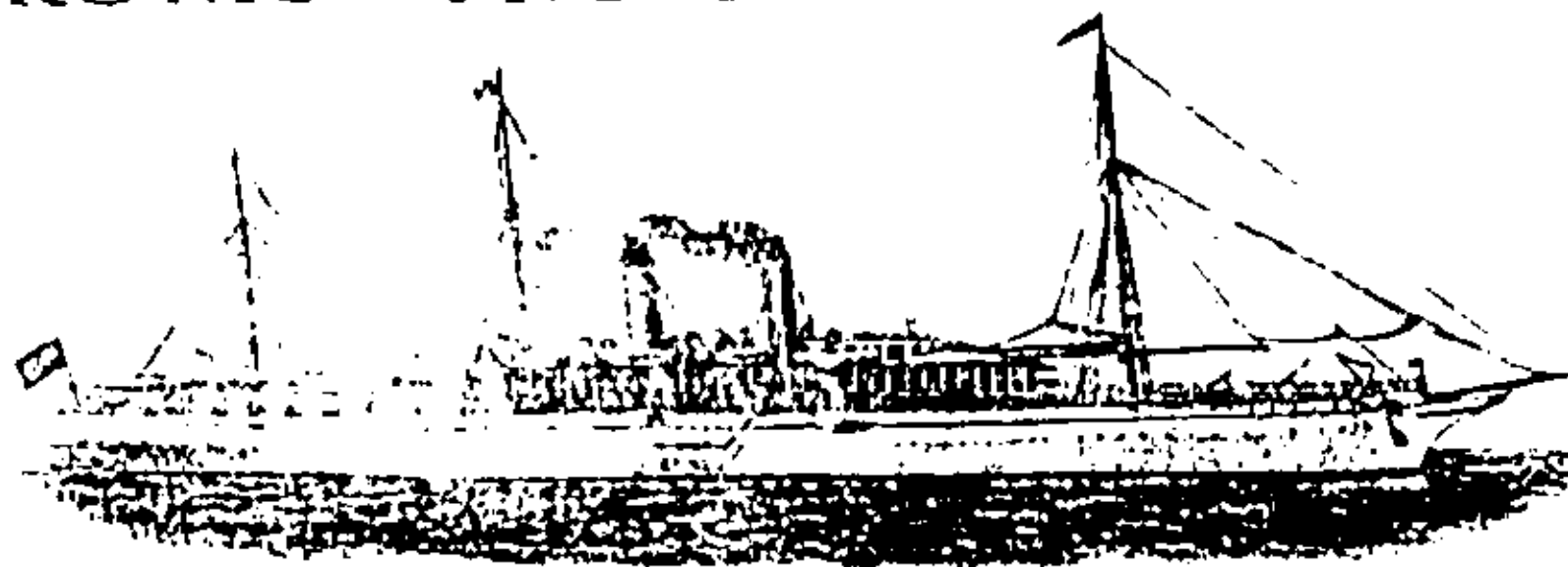
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, July 20th.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £40. £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 22nd June, 1904.

HAMBURG-AMERIKA LINIE.
OBERSTÄDTISCHER FREIGHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BATAVIA	HAMBURG (DIRECT).	24th June, 5 p.m. Freight.
Dempwolf	(Calling at S'PORE, PENANG & COLOMBO).	
NURNBERG	HAVRE, BREMEN and HAMBURG.	6th July. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	26th July. Freight.
von Hof	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA	HAVRE and HAMBURG.	10th August. Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	
HAMBERG	HAVRE and HAMBURG.	25th August. Freight.
Mitlauff	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA	HAVRE and HAMBURG.	5th Sept. Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
16, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAHU	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 105 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. IAZARUS,
16, QUEEN ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground at the premises. All work guaranteed.
Sun Glasses are ready and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMAN'S.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEAR"
guarantee given to every purchaser.

4, QUEEN'S ROAD,
Women's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
A guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE 5s. 6d. per case of 12 bottles (quarts
or 6 doz. pints).

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.,
Hongkong, 10th January, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the Growers in France, we are in a position to supply these
requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—
Mousseux Blue Seal { \$38 per doz. qt.
White Star { 42 " " "
Brii Imperial { 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.

Black and White, at 17.50 " " "

Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator (each Floor).

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

For Sale.

FOR SALE.

No. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

Intimations.

FOR SALE.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION

AGENTS

16, DES VUEX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Intimations.

DOCTOR.

WANTED IMMEDIATELY for EMIGRATION STEAMER. Must be a British subject.

Apply—
"T. C. E. D."
C/o Hongkong Telegraph Office.
Hongkong, 15th June, 1904. [723]

WANTED.

A SMALL STORE IN CENTRAL OF QUEEN'S ROAD.

Apply to—
"B. C."
Hongkong, 9th June, 1904. [708]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong, duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Scrip No. 69 Nos. 17,826/17,850—25 shares in the name of George Hutton Pitts.
Scrip No. 379 Nos. 36,187/36,419—50 shares in the name of Catchick Paul Chier.
Scrip No. 380 Nos. 36,419/36,479—50 shares in the name of Catchick Paul Chier.
Scrip No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Pitts.
Scrip No. 873 {Nos. 5,451/5,475}—50 shares in the name of Solomon Sassoon Benjamin.

200 Shares

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1904. [714]

THE ROBINSON PIANO

Co., Ltd.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

RACHALS,

STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.88 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th August, 1903. [10]

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, and thence, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,
Local Secretary.

Hongkong, 8th June, 1904. [701]

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

Hongkong, 11th May, 1904. [608]

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904. [608]

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1 is a remarkable and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 2 for impurities of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a failure to employ mercury, arsenic, etc., to the destruction of suffering teeth and roots of teeth. This preparation purifies the whole system, cleanses the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, pleurisy, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, etc. It possesses surprising power in restoring strength and life to the debilitated.

THERAPION is sold by the principal chemists and druggists in England and 4/6 per bottle, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's House of Commons, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [6]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 10,
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12nd September, 1903. [15]

FOUND.

AT St. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT. Owner can have same on application to—

THE DIRECTOR,
St. Joseph's College,
Robinson Road.

Hongkong, 8th June, 1904. [7]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

TAONGATE, British barque, A. Hutton, Master.

THE ARMY OF MANCHURIA.

(MILITARY CORRESPONDENT OF "THE TIMES.")

The official accounts of the battle of the Yalu disclose the fact hitherto rather suspected that ascertained, that the Russian army corps organisation has signally broken down. Many other circumstances combine to show us that the army of Manchuria is still in the melting pot, and that it will not be for many a long day that the finished article will be turned out.

After enumerating the details the correspondent goes on to say, if all the troops were in Manchuria, which is not the case, and if, being there, they were available to take the field, which they are not, the total combatant force would be 223,000 rifles, 21,764 sabres, 490 field, 30 horse artillery, and 21 machine guns, besides 4,000 engineers. But we must deduct the 4th Army Corps, which is only now crossing Lake Baikal, and the Siberian Cossack Division, which has never been reported east of Baikal; we must also strike off the frontier guards with their guns, besides the railway and fortress troops. This reduces the field army available throughout the entire area of operations to 126,000 infantry, 15,000 sabres, 320 field, 30 horse, and 21 machine guns, besides 4,000 engineers. These figures allow each unit its authorised war strength, and take no account of losses or sickness. If we assume that the war strengths are complete which is improbable, and deduct 10 per cent. for sick and also the losses on the Yalu, the figure is reduced to 113,400 rifles, 13,500 sabres, 300 field, 30 horse, and 16 machine guns. That is, at the outside, the field army of Manchuria at the present hour and until the 4th Army Corps begins to reach the scene of action. The backbone of the first three Army Corps is composed of 108 battalions of East Siberian Rifles, 36 to each corps. Last autumn these regiments formed six brigades, or 48 battalions, but by a *prise* of Oct 30 a 7th and 8th brigade were created out of the fortress regiments at Port Arthur and Vladivostok, and a 9th brigade was added later. Thus 60 new field battalions were hastily created almost out of nothing at the opening of hostilities, and even the original 48 battalions had themselves to be completed by drafts from Europe, since it is now known that they were only 700 strong when the war began. Each regiment of the nine brigades was next increased from two to three battalions, the men for this purpose being also drawn from western garrisons. The 48 units of last year thus grew to 108 officers and men equally ignorant of each other and of the country, being bundled into the ranks in primitive fashion. Thus the solidity of good regiments was impaired, and even the East Siberian Rifles, the best Russian troops in East Asia, lost something of their previous efficiency.

It is not wonderful that the arrival of the 4th Army Corps is still awaited, neither will it be wonderful if it fails to stand the racking of another Yalu fight on a larger scale; the Russian reserve troops are in the nature of militia, and the preference given to the Siberian reserves over the solid battalions of the regiments in the west is only another proof that Russia has entirely failed even now to grasp the problem with which she is confronted. Anything is apparently considered good enough to beat Japan, and the cavalry is composed almost entirely of Cossacks of the Eastern *voiskos*, which have no serious experience of war or campaigning. To form General Simonov's independent division of Siberian Cossacks, which has disappeared since its mobilisation, there were only 18 squadrons existing in the Siberian military district last February, and these have expanded into six regiments, the deficiency in officers being made good by volunteers from the Russian dragoons. The greater part of the rest of the Cossacks comes from the Trans-Baikal "voisko," which possessed 24 squadrons, or four regiments, before the war. General Rennenkampf's independent division alone has four regiments, and there are four others with the corps cavalry. None of these Cossacks are to be reckoned the equals of those whose homes are on the Don and to the north of the Caucasus.

Given the extreme difficulty of maintaining more than 250,000 men in Russian East Asia, and given also Japanese efficiency and numbers, it was obvious that every man and every regiment Russia put in the field should have been of the highest quality to enable this campaign to be waged with a serious prospect of success. The Siberian and Baikal reservists are certainly fine, hardy fellows, and on the score of raw material we can only take our hats to the Russian regiment. But, *gaw* army, Kurapatkin's force is a shabby improvisation, possessing none of the qualities that make an army formidable save good arms, gallantry, and fine physique. Our own pride has been too rudely shaken in the last few years for us to re-echo those insults, sarcasms, and prophecies of doom which were showered upon us from Russia four years ago. Every fault that we committed Russia has copied, measure for measure, and she has only outdone us by losing in her first encounter one gun more, than we lost in nearly three years of a harassing but never doubtful war. But, at least, we met improvisation by improvisation and we were not called upon to dash our hastily-formed lines upon lines of a numerous and highly-organised regular army, backed up by the adjacent and irresistible weight of a patriotic and united people nearly 50,000,000 in number. It is very

unconvincing for the "Novoe Vremya" to lament that Russia is only now aroused to the sense of her danger. If the Russian Government will turn up the *dossier* of the allied operations against Peking, deposited among the archives of the Russian War Office, they will find the Japanese army described with almost extravagant praise and its high efficiency landed in no measured terms. Another and an equally futile excuse put forward to account for the recent defeats is that hitherto only different troops have been opposed to Japan, and that, when the main army deploys, with all the pomp and circumstance of Russian war then we shall see what we shall see. These declarations are not reassuring. The 3rd and 6th East Siberian Rifle Divisions engaged on the Yalu are undoubtedly among the best troops Russia has in East Asia, and they are infinitely superior to regiments of new formation like the 7th, 8th, and 9th Division, and still more so to the reserve division of Siberia.

Then come in some very serious questions. Are the transport and supply of the improvised army assured? Are all the horses, carts, and waggons for the regimental, divisional, and corps transport complete? Are the ammunition and supply columns, trains, and parks provided? Is there a coolie or pack transport corps ready, on a military basis, to allow freedom of movement in the mountains? Is the army, in short, mobile, or is it not? These questions are vital, and the course of the pending operations will disclose whether the mass of this army is chained to the railway or whether it is not.

Such as it is, the field army of Manchuria now stands on a front of nearly 100 miles from Mukden to Newchwang facing east parallel to its single line of communications, and with a single line of retreat. Even the possessions of the railway, affording some help to transfer troops from one portion of the line to another, cannot in any serious measure atone for the defects of a fundamentally false position. This army is now being assailed by the enveloping attack of Japanese armies superior in strength, with a dozen different lines of retreat, and as many or more secure bases on the coast under the protecting guns of their warships. Let the Russian army strike back where it will, bayonet and all, even tactical success offers nothing necessarily decisive. Land cannot injure sea, but sea can injure land.

Port Arthur, meanwhile, with its 25,000 men, is stalemated by a detachment of moderate strength, as everyone foresaw; the forces at Vladivostok, Harbin, and elsewhere are mere spectators. In Japan, a fourth army remains in reserve ready to intervene if its services are needed. As an example of intelligent and scientific use of military force by a maritime empire, the plan of the Japanese staff, now so rapidly developing, is unique and unparalleled, and if success can never be commanded in war, it has at least on this occasion been deserved.

"TREASURE" ISLAND.

MORE WEARIED ADVENTURERS BACK FROM THE COCOS.

Members of the crew of the yacht *Ros Marina* have returned to Southampton by the mail steamer *La Plata*. They have been to the Cocos Islands—as so many expeditions have before—in search of the famous treasure supposed to have been hidden there. They are back again—as so many have come back again—minus the treasure, but plus certain opinions about the islands which we will not here set down.

According to a diary kept by one of the crew, who left in October last, the voyage was a very eventful one. Only the captain on board the yacht was acquainted with the final destination of the vessel until Valparaiso was reached, when the crew were let in the secret. At that port two gentlemen came on board the yacht, which then proceeded to Panama, where Mr. H. S. Gray, his wife, and some friends, who completed the party of treasure-seekers, were taken on board.

FULL STEAM FOR THE COCOS.
Provisions and coal having been secured, the vessel steamed for the Cocos Islands, anchoring there in Chatham Bay on 15 Jan.

There were only three persons on the island, one being the governor (in the pay of the Costa Rica Government), who took a keen interest in the mission of the party, three of whom had "clues" to the spot where the treasure was supposed to have been hidden.

Working upon these, digging operations were commenced by the crew of the yacht, who laboured assiduously on the promise of a handsome bonus for each man should the object of the search be discovered.

The sailors, however, could only put in six hours, daily, in consequence of the intense heat; but for three weeks they delved industriously, though without success. As the end of that period the party became somewhat disheartened, when Mr. Gray, listening to the persuasion of the governor, tried another part of the island, known as Water Bay, though still without any result.

THE USUAL FINALE.
Notwithstanding that the natives of the neighbouring islands and been requisitioned to help, after several weeks of hard toil the search was abandoned, and the yacht returned to Panama, where she was laid up.

And so ends the story of one more unsuccessful venture in the Cocos Islands.

One of the most useful Institutions of this country promises to be The Diabetic Institute of London, established for scientific research into the origin, cause and treatment of Diabetes and the secondary symptoms: gout, rheumatism, carbuncles, etc. Hardly any disease is so little understood, and at the same time so insidious and dangerous as Diabetes, which, according to the highest modern authorities, is curable after all, when treated in time. If interested, write to the Diabetic Institute, St. Dunstan's Hill, London, E.C., for free information. [188]

Intimations.

THE STEAM LAUNDRY COMPANY, LIMITED.

PATRONS of the STEAM LAUNDRY are informed that several instances have recently come to the notice of the management when Private Servants have MALICIOUSLY DAMAGED and DIRTIED their Masters' Clothes with the idea of injuring the Laundry Company.

To prevent this, ALL COLLECTED CLOTHES are now returned in Sealed Baskets, and Customers are requested to examine their Clothes directly after the Seal is broken.

F. G. ALLEN,
Manager.

Hongkong, 20th June, 1904. [730]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677]

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ADDRESS—2, 102nd HOUSE ROAD,

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

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TO LET.

LARGE HOUSE SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.

Apply to—
YEW KEE BANK,
133, Queen's Road.
Hongkong, 18th June, 1904. [736]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904. [729]

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"X. Y. Z."
C/o Hongkong Telegraph.
Hongkong, 16th June, 1904. [730]

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No. 1, CLIFTON GARDENS.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st June, 1904. [747]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

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S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 22nd May, 1904. [49]

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JESSEN & Co.
Hongkong, 27th April, 1904. [559]

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BARRETTO & CO.

Hongkong, 9th June, 1904. [70]

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Hongkong, 8th January, 1904.

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Telephone:—No. 358.

Hongkong, 3rd May, 1904.

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should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 22, 1904.

BERI-BERI ON THE "TWEEDDALE."

There was a natural disposition on the part of those who so vigorously opposed the introduction of Chinese labour into South Africa to make much of an official telegram, of May 7th, stating that a case of bubonic plague had occurred among the rejected emigrants in Hongkong. They were exulting in the belief that their crusade had met with success and that not a single "yellow self" would be permitted to enter our South African possessions. The Home Government, however, was fully acquainted with the facts and voiced their determination to continue with the scheme. So long as the medical advisers at Hongkong did not regard the conditions under which the Chinese labourers were introduced as involving any undue risk, and subject to such precautions as were thought necessary, they did not intend to interfere. But a few days later a fatal case of plague was notified as having occurred among the habitués of the camp at Laichikok. The cry of the opposition became the more loud; but nothing resulted, and the agitators have been compelled to waste their scathing denunciations upon the latest sixpenny Blue-book relating to the question of wages that the labourers are to receive at the mines. With the arrival of the steamer *Tweeddale*, at Durban, on Saturday, forty cases of beri-beri were notified among the 1,054 emigrants that shipped from Hongkong on the 25th May, and so far as we are at present advised three of these proved fatal. The news was received in Hongkong almost with incredulity, so careful had the authorities been in the examination, not only of the men, but of their food, their clothing, and their accommodation. Before the departure of the emigrant ship from these shores the Clayton fumigating appliance was got to work and thousands of feet of bacilli-killing vapour pumped into her holds. The emigrants, who had been under close medical supervision for many days, were then sent aboard and, in charge of Dr. F. W. Hall Wright, the surgeon-superintendent, proceeded on their voyage. With all this care and attention disease broke out, and it will now be the endeavour of the authorities to fathom the mystery of this mysterious disease. For many years beri-beri has baffled medical science; some of the latest theories have now been swept away. The healthiest of men, on the best of ships, with the finest of food, contract the disease. Amid the clamour of the opposition who have now a little more fuel for their fire, the work of investigation will be quietly carried on and the result awaited with interest.

LOCAL AND GENERAL.

It is reported in Shanghai that a European company is now discussing with the authorities as to the floating of the ill-fated Chinese cruiser *Haitien* from her present position, the company guaranteeing to do the work for a large sum.

It is reported by the *Universal Gazette* that the Peking Government is contemplating appointing an official to administer the Liaoting Peninsula and that Chou Erhsen, the ex-Governor of Hunan, is a candidate for that post.

The cotton trade is threatened with a fresh crisis. One company at Oldham has resumed full time, and twenty mills in the district have threatened to follow if this continues. An emergency committee of master spinner will meet to consider the position.

A CASE of plague has occurred at Stewart Terrace, in the Peak district, and among others notified to-day, are cases from the coolie quarters, Kowloon Godown, and an Indian from the Taiako Sugar Refinery, at Quarry Bay. The total, since January 1st, is now 329.

It has emanated from official circles that Viceroy Tsen Hsen-hsuan of Kwangtung is again suffering from his chronic disease which was contracted last summer when he was in Kwangsi, guiding and directing the suppression of the Kwangsi rebellion, then at its worst, and that, in view of his impaired health, he has memorialized the Throne, requesting sick-leave.

AN American merchant, residing at the Minister at Peking, is working with Mr. Wu Pu for the establishment of a bank in China. Definite negotiations having been completed, and it is understood that work along this line will be started sometime during the coming sixth moon.

THE Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the funds of the Maternity Hospital:—
Colonial Government... \$300
W. H. Wickham... 10
Mutual Stores... 10

THE *American Review of Reviews* says there are now 480 daily newspapers in the Japanese Empire. The utterances of several Japanese papers on the American attitude are quoted, and show the joyous surprise of the Japanese people in finding America so warmly sympathetic with their country in the present war.

THE Chinese Chief Commissioner to the St. Louis Exhibition has recently wired to Peking that the portrait of the Empress Dowager has arrived at St. Louis, and that owing to the lack of arrangements there is no room for it at the Exhibition ground. In consequence it has to be placed at the Chinese Legation building.

THE trade in picture post-cards has grown to considerable dimensions in Colombo, one photographic company alone having a contract to supply 50,000 cards every three months. The new diversion has taken such a hold that photographs of views, etc., which had once been so keenly sought after by the passenger and globe-trotter, have practically no sale at all. In fact, as one artist put it, photographs as photographs do not count now. The picture post-card is all the rage.

SOME anxiety is felt at Colombo over the encroachment of the sea along the Galle Face. This has only become noticeable during the last few years; and it is conjectured that either the removal of a large quantity of sand from the front of the Galle Face Esplanade for the purpose of filling up the Fort ditch or that the construction of the new arms to the breakwater are the contributing causes. Besides the immediate danger to the Esplanade, the sea-coast railway is threatened; and it is feared that the necessary measures of precaution will entail heavy expenditure.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijnschep en Landbouwexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum	Gallons 62,000
Crude Petroleum in Tanks at date	110,000
Kerosene made since the date of the preceding half-monthly telegram	Cases 64,000
Kerosene shipped since the date of the preceding half-monthly telegram	70,000
Kerosene in stock at Refinery at date	67,000

THOSE who have been exiled from home since the commencement of Kingsway, London, will be interested to learn that considerable progress has been made with the underground work from the Strand to High Holborn and as far as Theobald's-road, over which Kingsway will pass. The thoroughfare will be laid on steel girders which are now being placed across the top of the light tram subway, and the two subways through which all the conduit pipes for gas, water, electric lighting, and the telephone will pass. The tram subway, 30ft. wide faced with white glazed tiles, from Great Queen-street to Little Queen-street is now nearly completed, and the work is being rapidly extended from Holborn to Theobald's-road. The section of the roadway, which has been blocked to vehicular traffic, will probably be reopened in two months. It may be mentioned that during the excavations, carried to 40ft. below the surface, nothing of archaeological interest has been discovered. Two years hence the property extending from Great Queen-street to the Strand will be demolished.

THE UNDESIRABLE "TERRIBLE."

AGAIN COMING TO HONGKONG.

The cruiser *Terrible* will live in history as one of the biggest white elephants ever known in our Navy. From the time she went on trials as an absolutely new ship to the present day, this huge cruiser has been a constant source of expense to the country. Belleville boilers had much to do with her deficiencies. Since she paid off from her last commission in China waters a fortune has been spent on refitting the vessel for future service. Yesterday, she was to again hoist the pennant for a troping cruise to the Far East. After that it is doubtful what station she will go to, as no admiral seems to want her in his fleet.

ARMY RELIEFS.

LOCAL CHANGES.

From the programme of native infantry reliefs for 1904-05 we take the following items:—
The 66th Berar Infantry from Aurangabad to Hongkong.
The 110th Mahratta light Infantry from Hongkong to Bhuj.
The 129th Baluchis from Karachi to Hongkong.
The 114th Mahrattas from Hongkong to Poona.
The 119th Infantry from Baroda to Hongkong.
The 93rd Burma Infantry from Hongkong to Mandalay.
The 21st Punjab from China to Jallender.

THE WAR.

RUSSIAN CRUISER.

Yesterday 500 to 600 ammunition cases, containing 5,000 to 7,000 rounds for small arms, passed through towards Russian-town. They came from Kaichow, and both men and animals looked fatigued. About 500 infantry made a shorter cut towards the same place, the carts coming through here in account of roads being better. These soldiers are distinctly European and are all of middle age. This movement evidently points to retirement.

The weather has been very warm and both men and animals appear to suffer from its effect. —*Shanghai Mercury.*

MECHANICS TURNED INTO SOLDIERS.

Chefoo, 16th June.
According to refugees from Port Arthur, the Russians have ordered all the mechanics employed in the docks to enlist themselves in the army, and they have been sent to Yung-chengtz, Tschengtze, and Santai'en to co-operate with the Russians in the defence of the strategic points. Consequently, all work in the docks is stopped. —*Sin Wan Pao.*

THE WRECK OF THE "HOHAO."

Messrs. Hughes and Hough put up for sale, by public auction this afternoon, the wreck of the French steamer *Hohao*, as she now lies stranded in South Channel in Hainan Straits, near Hainan Head. There was a fair attendance at the sale, including a few Chinese. The first bid offered was one of \$1,000. Mr. A. K. Mary, agent for the owners of the stranded vessel, also competed for the wreck against another European, who was underbid when \$9,900 was reached.

TELEGRAMS TO FOCHOW, SHANGHAI AND THE NORTH.

Mr. J. M. Beck, Superintendent of the Eastern Extension Australasia and China Telegraph Co., Limited, informs us that owing to the interruption, for partial renewal, of the Hongkong-Fochow cable, all telegrams handed to the Co. for Fochow, Shanghai, and the North are being handed over to the Great Northern Telegraph Company for transmission. It is hoped that restoration will be effected very soon, but this is very uncertain.

PAHANG MINES.

Mr. Dykes, the Warden of Mines, F.M.S., notes with regret that there is a spirit of pessimism rampant in Pahang concerning the present and future prospects of gold mining in Pahang which, he thinks, is not justified. He remarks:—This spirit of pessimism makes itself conspicuous outside Pahang and is likely to do harm. If we were to analyse the past we might find that the management of days gone by was not perhaps all that it should have been, and that discredit has attached itself unjustly to various properties instead of to individuals. If we analyse the present, we find that the cost of mining and milling is being reduced, the country is becoming more accessible, and the cloud of the past only requires a little sunshine to lift it away. Further, it can be said that gold-mining is in its infancy, an infancy that requires careful nursing, attention and care.

WITH THE MISSION IN THIBET.

STRENGTH OF THE FORCE.

Simla, 7th June.
Another fight has taken place in Thibet, the enemy making an attempt to overcome Kangma Post. They were repulsed with heavy loss, 164 being left dead on the field and others being killed afterwards. Our loss was one Gurkha killed and five wounded.

The actual strength of the present force now in Thibet is approximately as follows:—Four Native Infantry regiments, viz., the 8th Gurkha Rifles, the 23rd and 32nd Pioneers and the 40th Pathans—about 2,800 men; wing of the Royal Fusiliers—400 men; and two companies of Sappers—350 men. The following troops are also due:—British, one mountain battery—250 men; one section of a native battery—100 men, and native mounted infantry—220 men; or a total of about 4,100 men. There are besides 12 guns, some machine guns and field hospitals. In addition to the above the 19th and 33rd Punjab Infantry have been warned for service as well as the Abbottabad battery, and another company of Sappers to deal with the transport. About 7,500 animals are being employed, besides 700 carts, 950 *akkas* and 360 carriers. There are over 3,200 men employed in connection with the transport, including non-commissioned officers and drivers.

At 5.10 a.m., on the 7th, Kangma Post, Tibet, was attacked by a strong force of the enemy. The attack was repulsed, our casualties among the native ranks being:—1 killed, and severely wounded. The enemy left 100 bodies round the post, and 60 more were killed between the post and the village of Kangma.

Two sections of the British Mountain Battery, and four seven pounders have arrived at Chumbi.

Allahabad, 7th June.
The additional units ordered to be held in readiness for despatch to Sikim, if sent, will raise the total strength of the force under General Macdonald's orders to about 5,000 men. As regards the additional company of mounted infantry under orders for Tibet, the necessary ponies will be purchased in the hill stations in the Bengal Command mostly at and about Darjeeling. A good type of sturdy animal can readily be got. The purchasing of animals is being pushed in the Simla District. It has been suggested.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

THE RUSSIAN CRUISER RAID.

STATEMENT BY ADMIRAL YAMAMOTO.

(From Our Own Correspondent.)

YOKOHAMA, 21st June, 11.15 a.m.

Admiral Baron Yamamoto, the Minister for the Navy, in giving an authoritative explanation concerning the recent disaster to the Japanese transports, has stated that if portions of Togo and Kamimura's fleets were detailed off to convoy transports great inconvenience would be experienced in maintaining an effective blockade, the main object might consequently be missed, the general plan of campaign break down, and serious results ensue.

WHY THEY WERE MISSED.

A MERE HAZARD.

The Minister also declared that it is now proved that it was through a mere hazard that the Vladivostok squadron was missed by the Japanese. Admiral Kamimura's fleet took one of the two routes and the Russians the other, and it was owing to this very regrettable stroke of ill-luck that the enemy was not encountered.

THE "SADO-MARU."

The *Sado-maru* has been towed into Satsurijima. There are about a thousand survivors from this vessel.

FURTHER DAMAGE DONE.

TWO SAILING SHIPS SUNK.

The Vladivostok squadron has sunk the *Yavata-maru* and *Ansei-maru*, two sailing ships, off Hakkaido Island.

BRITISH STEAMER CAPTURED.

A British collier, name uncertain, is reported to have been seized by the Russians.

RUMOURED ENGAGEMENT NEAR MOJI.

SHIPS REMAIN IN PORT.

The sound of violent cannonading was heard near Moji yesterday and the departure of ships from that port has, in consequence, been stopped.

ATTEMPT TO WRECK A TRAIN.

Three arrests have been made in connection with a recent attempt to wreck a train conveying troops.

CHASING THE VLADIVOSTOCK SQUADRON.

A FRUITLESS SEARCH.

Mr. M. Noma, Consul for Japan, kindly communicates the following official telegram:—

Shanghai, 21st June, 5.25 p.m.
In his report Vice-Admiral Kamimura stated that, at 8 a.m. on the 19th inst., we were informed by a picket boat, at Tsushima Island, to the effect that the enemy's fleet had been seen in the neighbourhood of Oki Island.

Our main fleet steamed at full speed in that direction and passed the southern part of Tsushima Island. In the course of the advance we, being joined by a destroyer flotilla, steamed to the north of Oki Island with a view to oppress (?) down the enemy's squadron. In the meantime, the *Tsushima* was keeping the enemy in sight, whose movements she endeavoured to report; but owing to the heavy rain she lost sight of them. Whereupon our fleet steamed at full speed to the south of Oki Island, but was unable to find the enemy. By this time

we surmised that they, under cover of a fog, had retired to the north; we accordingly changed our course to that direction. We were met, however, by heavy rains which obscured the view and all hope of sighting the enemy's fleet vanished. Therefore we took a course in the direction in which we supposed the enemy would most likely retire.

On the 16th, at dawn, we arrived at a pre-arranged spot. The weather was now clear and the sight was very extensive; but unfortunately we were unable to discover the enemy. We cruised about, often changing our course searching for the enemy; but without success.

On the 17th inst., as it was probable that the Russian warships were still cruising along the northern coast of Japan, our vessels took an extended order and searched to the southward; but we failed to discover them.

Our fleet returned on the 19th instant.

ARMY CORPS LANDED.

SKIRMISHES ENSUE.

Shanghai 21st June, 5.15 p.m.

The report concerning the army disembarked at Taikozan states that, during the night of the 18th inst., our scouts came in contact with the enemy about 24 miles south of Sichihairei and Shuguan.

There were several skirmishes in different directions and we captured one officer and two men and killed more than fifty of the enemy. We seized a good deal of booty, consisting of many rifles and lances.

Our casualties are one man killed and five rank and file wounded.

THE S.S. "GLENLOCHY" BREAKDOWN.

Messrs. McGregor Bros. and Gow kindly inform us that they are in receipt of the following telegram:—

"S.S. *Glenloch* has put back to Aden with propeller shaft broken, and will probably be detained two months repairing the damage."

SAIGON AND QUARANTINE.

Messrs. Lamke and Rogge kindly inform us that they are in receipt of a telegram from Messrs. Wm. G. Hale & Co., Saigon, advising that quarantine against vessels arriving from Hongkong, Swatow, and Amoy has been reduced to 48 hours' observation; provided no cargo or passengers are on board.

REORGANIZATION OF CHINESE ARMY.

Referring to the abolition of the Lu Ying (Manchu garrison troops in the various provinces) with the object and aim of bringing about the much-needed reorganization of the Chinese army, the Grand Council through the Board of War have instructed the different provincial authorities to devise methods and to adopt necessary measures. Viceroy Tsen Chun-Hsuan, as previously reported, has abolished the Lu Ying in Kwangtung, and now we (*Shanghai Mercury*) understand that Viceroy Tieh Liang has taken the same step for the same purpose, converting the Lu Ying in his province into a regular regiment composed of a certain number of selected men, and the surplus funds thus left are to be appropriated to the making of arms and munitions.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE POLICE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—In the *Daily Press* of the 20th instant there appears some very extraordinary statements under the heading of "Hongkong Jottings." Banyan writes:—"In the London City police force the slightest resistance on the part of a frenzied drunkard promptly meets with an effective taste of the truncheon." I will be glad if "Banyan" will kindly quote his authority for this statement. I am not familiar with the London Police Regulations or the law as administered in a London Police Court that permit of this, hence my question. Thanking you for the space,—I am, etc.,
OBSERVER.
22nd June, 1904.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 27th inst.
American (*Doric*) 27th inst.
Australian (*Taiyuan*) 27th inst.
Canadian (*Athenian*) 28th inst.
Indian (*Sultana*) 29th inst.
Canadian (*Empress of Japan*) 4th prox.

The C. P. R. Co.'s *Empress of China* arrived at Vancouver at 3.30 p.m. on 21st inst.
The O. S. S. Co.'s *Myrion* left Balavia on 17th inst., for this and is due here on 24th inst.
The C. M. S. N. Co.'s *Calcutta* is expected to leave Victoria, B.C., for Japan and Hongkong on 7th prox.

TELEGRAMS.

(Reuter's.)

The War.

LONDON, 20th June.

Reuter's correspondent in St. Petersburg wires that Admiral Besobrasoff commanded the squadron which recently sunk the Japanese transports. Admiral Skrydloff remained in Vladivostok.

H. M. S. "Bat" and "Stag."

H. M. ships *Bat* and *Stag*, which recently collided during manoeuvres in the Mediterranean, have arrived at Malta; both are damaged.

The Loss of the "Australia."

The *Australia* was in charge of the pilot and struck when going full speed. The impact was tremendous and the water immediately extinguished the fires. No panic occurred.

Naval.

Admiral Sir John Fisher has been appointed Senior Naval Lord of the Admiralty.

LATER.

Chinese in South Africa.

There were forty cases of beriberi amongst the coolies ex *Trentdale* at Durban.

Arrest for Perjury.

Mr. Sievier, the ex-owner of *Scipio*, has been arrested for perjury in connection with his bankruptcy in 1902.

The Mission to Thibet.

The Mission proceeds to Lhasa on the 27th inst.

East Africa Protectorate.

Sir Donald Stewart has been appointed Commissioner and Commander-in-Chief of the British East Africa Protectorate.

A FRENCH HOSPITAL AT PAKHOI.

The Government of Indo-China have decided to devote \$3,000 to the construction of a small French hospital at Pakhoi. Commenting on the subject the *Avenir du Tonkin* states that this will undoubtedly have a happy result in connection with French influence in this treaty port.

THE UNREGISTERED SERVANT PROBLEM.

AN APPEAL TO THE INDIAN GOVERNMENT.

The Honorary Secretary of the Imperial Anglo-Indian Association, has addressed the following letter to the Secretary to the Government of Bengal, Judicial Department:

Sir,—I am directed by the Council of the Imperial Anglo-Indian Association to solicit the attention of Government to the extremely unsatisfactory state of existing relations between masters and servants in Calcutta, and respectfully to inquire whether the time may not now be said to have arrived for the introduction of a law for regulating those relations, quite as much in the interests of servants as in those of masters.

2. When the Association before approached the Government on this subject in their letter No. 38-1, dated September 16, 1899, the Government declined to move in the matter for two reasons. One was that after the Government of India had circulated a proposal of the kind in 1879, it determined on taking no further action in the matter; the inference based on this determination being that the bill would do more harm than good.

3. As this Association has not been favoured with a copy of the circular then issued or the reply to it, they are not in a position to offer any comments on it or on the conclusion arrived at, at the time, but they would urge that events have advanced considerably since 1879, and that matters have now arrived at a stage to which that year could furnish no analogy.

4. The frequent boycotting of employers does not, the Council submit, admit of the general explanation that employers always, or usually receive the treatment that they deserve, because it is now well-known that their difficulties arise from at least two sources, for which they are not to blame.

5. Salaries from Rs. 25 to 30 a month are now recklessly given to servants by cold-weather tourists, who thus place many menials in a position to retire for the remainder of the year, and live on their winter harvest, leaving behind a class of domestics, some of whom may make good servants, but others than whom there could hardly be worse characters.

6. Alike in the interests of good servants and of worried employers, the Council submit that a law introducing registration, such as already exists and is perfectly successful in Ceylon, and approaches to which exist in some Indian cantonments, and which, it is reported, there is a desire now to introduce into Simla would prove a great boon to the public. It would not prejudicially affect satisfactory relations already existing between good masters and good servants, while it must improve relations of the other kind, which are increasing and show signs of predominating.

7. The second reason referred to in para. 2 was, that the evils complained of were confined to European masters and did not extend to Indian employers and their servants. The Council have made careful inquiries into this subject and may now confidently appeal to the Government on the ground that, whatever may have been the case in 1879 or even latter, facts would not bear out a similar assurance about the present day, if careful inquiries were made.

THE JAPANESE MOLTKE.

MARSHAL YAMAGATA.

Of all the distinguished personages who were assembled in the Kremlin to witness the coronation of Czar Nicholas the Second, the one who excited most interest was Marshal Yamagata. As he made his way to the place assigned to him as the Mikado's representative every eye was strained to see him, and his face was scanned with eager curiosity. Men glanced at one another in amazement, however, when he passed, and thought there must certainly be some mistake. This could surely not be Yamagata, the great soldier, the Moltke of Japan, with whose name the whole world had been ringing only a few months before! And there was good reason for the surprise he evoked, for, with his white, haggard, much bewrinkled face and his skeleton figure, he looked more like a death's head than a field-marshal. Besides, in his dark uniform, he seemed so plainly dressed compared with the gorgeous state officials he had around him, for he had none of those strings of precious stones, pearls, diamonds, opals, and rubies with which, as a rule, those who represent Eastern potentates at great functions love to bedeck themselves. Then, although there was no lack of dignity in his bearing, he was so gentle, so deprecatingly courteous; there was something almost timid, in the way he shrunk back, as if anxious to escape observation. Had he been humble professor he could not have looked more manifestly out of keeping with his surroundings. The contrast he presented with Li Hung Chang, the representative of the nation he had recently conquered, was poignant in the extreme, for of all the envoys extraordinary Li was the most sublimely insolent in demeanour, the most ostentatiously magnificent in array. As he stood there side by side with Yamagata, one wonders whether he remembered that, not so very long before, he had declared with lofty scorn, when speaking of the Japs, 'Ce ne sont pas des hommes, mais descendants de singes!'

Although Marshal Yamagata did not appeal to the multitudes in Moscow, he made a deep impression on the military men with whom he was brought in contact, and excited among them unbounded admiration by his simple kindly ways as well as by his profound knowledge of things military. 'A thorough soldier, and of the very first order,' was the judgment they passed on him. 'A second Moltke,' was added more often than not. Among them, at any rate, no attempt was made to skirt the fact that, if it ever came to fighting—and the more far-sighted of them knew even then that it must come to fighting sooner or later—Russia had no general able to cope with Yamagata as a strategist. They found comfort in the thought, however, that he would assuredly be safely in his grave long before there could be any question of war. Besides, even if he were not, what could Japan do against Russia, even if she had a genius to direct the proceedings of her army? It is always battalions that tell in the long run, they argued.

Marshal Yamagata, the Moltke of Japan, has but little in common with Marquis Ito, his Bismarck, excepting his intense love of his country and boundless devotion to its sovereignty. He has none of Ito's versatility, none of his powers of being all things to all men, and, above all, none of his keen delight in things new. On the contrary, he is by nature a staunch Conservative, in spite of the fact that he took a leading part in the great revolution by which the Mikado was freed from the yoke of the Shogun. He is a Conservative, too, by conviction, excepting in matters that concern the army and he makes no attempt to conceal the fact that he strongly disapproves of many of the changes that have been brought in Japan in these latter days. Still, although the Conservatives persist in regarding him as their leader, and he has held office as Prime Minister, he is no party man; no politician at all, indeed, for he has hearty dislike of parliamentarianism, and can only be persuaded to enter the arena when there are questions of national importance to be decided. He is a soldier heart and soul, and all his interest in life is centred in his work as a soldier. The army is his idol; he looks on it as something infinitely precious, nay, sacred; something for which no sacrifice could be too great. It is a marvellous army, it must be remembered, considering the conditions under which it has been formed, and it is his own creation, his very handiwork. Not only has he created it—enlisted it, organised it, drilled it—but he has welded it into one great living body, as it were, and has impressed it with his own soul. He has had much valuable help in his work from other nations, it is true. France and Germany have vied with each other in sending him the very best of their officers as expert advisers, but it is through him that the influence of these experts has made itself felt for the most part. He has undoubtedly learned much from them, but they would be the first to acknowledge that he has been bettered by the force of his own genius whatever they have taught him.

What renders the great work Yamagata has done for Japan in organising her army the more remarkable is that, while doing it he has extraordinary difficulties to contend against, owing to his lack of physical strength. For many years past he has been practically an invalid, always more or less exhausted by suffering, even when not actually in pain. At the very time when he was working his hardest, on the strain from early morning until late at night, he was so weak that almost any other man in his place would have had no thought in his head beyond resting. Then, again and again, he has been seized by attacks so acutely painful that even his indomitable will struggled against them in vain. And this, as he complains with that odd, patient little smile of his, always occurs just when he can least afford to be laid aside—a proof that some time or other he must unwittingly have trodden on the toes of one of the Fates.

Were it not that Marshal Yamagata is one of the most unselfish and patriotic of men, the war with China would have been to him a source of real distress, although it was his own war—

brilliantly successful one, too. For although he planned down to the minutest detail every battle that was fought he was never present at a single important engagement. Each time there was the chance of winning glory on the field, nay, when victory was practically already within his grasp, he was stricken down, and compelled to allow another to take his place. He had known for years, of course, that this war must come, as, the Chinese would never treat with even a show of respect those whom they called the Nippon monkeys until the said monkeys had taught them a lesson, and he made all his preparation accordingly. When war was declared, the world was amazed at the speed with which the Japanese army was mobilised. In the course of a very few days fifty thousand men, equipped to perfection, were en route for China, where they swept everything before them. After the battle of Assan, Yamagata joined the troops at Seoul, intending to lead the attack against Peng Yang, but on his arrival there he was seized with illness, and obliged to leave General Notzu to do his work for him. He insisted on accompanying the army during the terrible campaign through Manchuria, although he was so feeble that he could hardly sit upright; he insisted, too, until he was again stricken down, on going share and share alike with the poorest of his soldiers, on having nothing but rice to eat just as they had. And when the doctor, the Mikado's own physician, who had been sent to watch over him, remonstrated, and begged him to have wine and cognac, he turned on him quite indignantly. 'No, certainly not,' he exclaimed. 'How could I have such luxuries when my soldiers are lacking everything, even water, and we can hardly manage to transport the things needed for our wounded men?' His 'children' as Yamagata calls his soldiers, worship him, and little wonder.

The very day Marshal Yamagata realised that the Czar's Government were determined to deprive Japan of the fruit of her victory over China, and appropriate it themselves, he set to work quietly, without saying a word to anyone, to prepare for a war with Russia, just as he had years before prepared for the war with China. There is no Russian general half so well acquainted with the Russian army, its strength and its weakness, or with the life of the land in East Russia, as Marshal Yamagata. Unfortunately, he had not the strength to lead his troops against the foe, but must content himself with directing operations from a distance.—*The World*.

THE CRIMINAL SESSIONS.

FALSE TRADE DESCRIPTION.

At the Criminal Sessions to-day the case in which Chung Man was charged with causing a false description to be applied to certain goods, to wit, opium dross, and with being in possession of goods on which a false description was applied was resumed.

The accused gave evidence on his own behalf. He was a dross opium divan keeper, and had two divans—the Mar Kee and the Cheung Kee. He had carried on the business for thirty years, and had never had a charge made against him. All the opium he used he obtained from the Opium Farmer, and as it was received it was entered into a book. The Excise Officer called to check the book and chopped it if it was correct. On May 19 the Excise Officer called and on May 20 witness was arrested. If he bought 100 from the Farmer he entered it in the book and if he sold a portion and the remainder corresponded to the balance, the book would be chopped by the Excise Officer. Lam Tung Sing was a substitute employed by him in place of another foki. He had only been in his employ for one or two months.

Accused was found not guilty on the first count, and guilty on the second count. His Lordship sentenced him to one week's imprisonment and imposed a fine of \$250.

THE PASS-WORD REVEALED.

Fung Man, Leung Ying and Fung Cheuk were charged with applying a false trade description to goods. Accused pleaded not guilty, and the following jurors were sworn:—Messrs. E. W. Terry, C. H. Fallon, A. A. R. Von Stockhausen, P. R. Wolff, E. S. Joseph, H. Ehmer and Chow Dart Tong.

The Attorney General said that the three prisoners were arrested on May 19 in a room in which they had locked themselves. The Excise Officer gained admittance through being told the password and when he got inside he found a die, for imitating the stamp of which was a label, which was an imitation of the Opium Farmer's stamp. The excuse the prisoners gave at the Magistracy was that they had recently arrived in Hongkong from Canton, and that a person, who owned two opium divans, had employed them.

Nine months' imprisonment each.

PERJURY.

Two witnesses in the first case taken this morning were sent to prison for three months for committing perjury.

A LOST WAGNER OVERTURE DISCOVERED.

Wagner's "Rule Britannia" Overture, score of which has only just been found, was written at Konigsberg in 1836 and sent to the London Philharmonic Society in 1840, but it was not produced, and in some mysterious way got lost. For years no trace of it could be found; then Mr. C. B. Gamble, of Halford-st, Leicester, came across it in a pile of old manuscript music. The "Rule Britannia" Overture, which was written as a tribute to the English people, was the only work produced during the year that Wagner spent at Konigsberg. The manuscript was discovered in a curious way. A good many years ago the conductors of the band of the Leicester Opera House was a musician named E. W. Thomas. He fell on evil days, and the

contents of his house had to be sold including all his music. The music was bought by Mr. Gamble, who stored a considerable portion of it away as comparatively useless. Recently, however, Mr. Gamble was looking through the pile of MSS., and discovered one bearing the title "Rule Britannia" Overture, on the last page of which was the author's name. The manuscript has been submitted to musical experts, who think that there can be no doubt of the genuineness of the discovery. How it came in the possession of Mr. Thomas still remains a mystery. The facsimile of the first and last pages of the score are reproduced in the "Morning Leader" of May 18.

COMMERCIAL.

Shanghai advices, of the 17th inst., state:—Business reported:—Indo-Chinas at Tls. 83 for September. Tugs "Ord." at Tls. 38. Farnham, Boys at Tls. 155 cash, Tls. 158 for July, and Tls. 162 1/2 for October. Maatschappijs at Tls. 302 1/2. Waterworks 50 ex. 2 1/2. Tls. 396 1/2. Pulp at Tls. 125.

Business done direct:—Indo-Chinas at Tls. 84 for September. Farnham Boys at Tls. 156 for June. Maatschappijs at Tls. 305 cash, Tls. 315 for September. Pulp at Tls. 125 for June.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 16th June.

A strong inquiry for forward Docks and Indo, which have once more sprung into favour, has been the chief characteristic of this week and at the closing rates are firm. Langkats have had attention at rising prices from speculators who were short for the settlement, and since the dividend of Tls. 10 was paid the demand has become more general. The investing stocks show little change on last week's rates. Demand on London is 2 1/2 3/16. The 3 days' sight from Hongkong is quoted 72. Consols 90 1/2.

Marines.—No business has been publicly quoted, but rates are steady and there is a tendency to buy. Unions are quoted \$540 buyers. China Traders, 16 1/2. Cantons, rates at \$212.

Wharves.—Shanghai and Hongkong Wharf shares have been placed from Tls. 150 to Tls. 157, but the last price could not be maintained and rates fell for cash and settlement to Tls. 154 1/2. Kowloons are not wanted at \$109.

Shipping.—A sudden demand stopped falling prices and a large business was settled at Tls. 32 cash, Tls. 83 July and September at Tls. 83 1/2. October sales have also been made at Tls. 83. Dealers are asking higher rates now, and many have withdrawn their shares from the market. The London price is 59 1/2 ex. div. Hongkong quotes \$115 buyers. Tug and Lighters have been sold at Tls. 47 for 'prel' and Tls. 48 for 'ord.' shares.

Docks.—The few cash Farnham Boys which were offering were quickly taken off the market at Tls. 155 1/2. For June transactions are reported at Tls. 156 1/2. Tls. 157 1/2. July at Tls. 158 1/2 3/16. October shares were placed at Tls. 161, Tls. 163 1/2. The market closes firm.

Land.—Shanghai have found buyers at Tls. 109, Tls. 109 1/2.

Sugars.—Peraks have changed hands at Tls. 60 and are wanted. For the account Tls. 61 is reported. Chinas have been sold to Hongkong at \$164. To-day \$169 is telegraphed.

Mining.—Oriental Consols have been bought at \$12 Gold; Chinese Engineering and Mining at Tls. 7. Weiwei Golds at \$17.

Tobaccos.—Sumatras have changed hands at Tls. 60 and Tls. 61 for cash and at Tls. 64 for September. Langkats have been in steady demand and numerous transactions for the settlement are reported at Tls. 312 1/2 3/16, Tls. 314 1/2, Tls. 317 1/2 3/16. There are buyers—August at Tls. 320. For September Tls. 323, Tls. 324, Tls. 325 3/27 have been done. October sales have been made at Tls. 330 3/27. The steady advance in rates lately made is caused by the increased confidence of the investing public. The 2nd dividend of Tls. 10 for this year was paid to-day and we quote the closing rate Tls. 37 1/2 ex. div. for cash.

TO DAY'S EXCHANGE.

Selling.

London—Bank T.T.	191
Do. demand	191 1/2
Do. 4 months' sight	191 1/2
France—Bank T.T.	229 1/2
America—Bank T.T.	44 1/2
Germany—Bank T.T.	186
India T.T.	136 1/2
Do. demand	136 1/2
Shanghai—Bank T.T.	21 1/2
Japan—Bank T.T.	89 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109 1/2

Buying.

4 months' sight L/C.	110 1/2
6 months' sight L/C.	110 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	23 1/2
6 months' sight	23 1/2
4 months' sight Germany	190 1/2
Bar Silver	75 11/16
Bank of England rate	3 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Malwa New	940/980
Old	1,000/1,050
Older	1,100/1,150
Oldest	1,200/1,250
Palma New	1,205
Old	1,270
Bearas New	1,145
Old	1,165
Perian (Paper)	880/930

To-day's Advertisements.

THEATRE ROYAL.

TO-NIGHT.

(WEDNESDAY) June 22nd.

FANNY STANLEY'S OPERA AND DRAMATIC COMPANY.

MISS FANNY STANLEY begs to inform her patrons that owing to the departure of the German Mail Steamer not leaving until THURSDAY, 23rd, on the above evening the Final Performance of the above Company will be given, when will be produced PENNY'S LAUGHABLE COMEDY "CHARLEY'S AUNT."

"CHARLEY'S AUNT,"

in 3 Acts,

To be followed by a GRAND MUSICAL VAUDEVILLE, Entirely New Specialities.

Entirely New Dances.

Completing one of the most Select Vaudevilles of the Season.

PRICES AS USUAL.

Doors Open 8 1/2. Begin 9 P.M. Hongkong, 22nd June, 1904. [746]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

by Order of the Supreme Court of Hongkong (Orignal Jurisdiction),

ON

FRIDAY,

the 24th June, 1904, at NOON, where she now lies in Causeway Bay,

The Steam Launch

"KWONG LOI,"

Length 69 feet, Breadth 13 feet 2 in., Depth 7 feet 5 in., Gross Tonnage 51.12, Net Tonnage 31.28.

A Steam Launch will leave Blake Pier at 11.30 A.M. on day of Sale to convey intending purchasers.

TERMS.—The Launch to be at purchaser's risk on fall of the Hammer.

The purchase money to be paid in full to the undersigned on day of sale.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd June, 1904. [748]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 29th inst., at 9.30 A.M.

All Claims must reach us before the 3rd of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 21st June, 1904. [749]

FROM NEW YORK.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 21st June, 1904. [749]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 22nd June, 1904. [750]

To-day's Advertisements.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$60,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$90,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will be for Dividend for the three months ending 30th September, 1904

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 11th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 15th July.
GLASGOW and LIVERPOOL	"AJAX"	On 23rd July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AGAMEMNON"	On 23rd June.
"GENOA, MARSEILLES & L'POOL	"YANGTZE"	On 5th July.
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
"GENOA, MARSEILLES & L'POOL	"MOYUNE"	On 16th August.
	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

SWATOW, CHEFOO and TIENTSIN	"KANSU"	23rd June, 10 a.m.
CEBU and ILOILO	"KAIPOK"	25th " Noon.
SHANGHAI	"LINAN"	27th " "
MANILA	"TAMING"	29th " "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHINGTUNG"	5th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd June, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 25th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd July, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4370	Wagner	July 14th, 1904.
"ARABIA"	4483	Bahle	August 14th, "
"ARAGONIA"	5198	Schuldt	September 14th, "
"NUMANTIA"	4370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"	Captain SAMUEL BELL SMITH.
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DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$1; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING"

Capt. Wm. Robinson, of 1,088 tons, Registered,

is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENT & CO.,

Canton Agents.

Hongkong, 16th April, 1904.

[3]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU"

Captain Frangeli, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese.....80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WAI KER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [118]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE".....28th June.

"ST. FILLANS".....10th July.

"LOWTHER CASTLE".....31st "

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd June, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 24th instant, at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 21st June, 1904. [738]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Windbank, will be despatched as above, on SATURDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 20th June, 1904. [740]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitt, will be despatched for the above Ports, on or about MONDAY, the 27th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th June, 1904. [9]

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Consaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. J. 1904.

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG-AVERAGE MARKET PRICES.

Corrected 17th June, 100 cts. per 5 Mds.

BUTCHERMEAT.

Beef sirloin & prime cut—Mei Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu "	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" " Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chaung	26
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	45
" " corned—Ham Ngau Li.....	55
" Head—Ngau Tau.....	55
" Heart—Ngau Sum.....	9
" Hump, Salt—Ngau Kin.....	14
" Feet—Ngau Kerk..... each	8
" Kidneys—Ngau Yiu.....	8
" Tail—Ngau Mei.....	16
" Liver—Ngau Con.....	9
" Tripe (undressed)—Ngau To.....	5
Calves' Head and Feet—Ngau-chai-tau-keek.....	75
Mutton Chop—Yeung Pai Kw.....	24
" Leg—Yeung Poi.....	24
" Shoulder—Yeung Shau.....	20
Pigs' Chindings—Chi cheong.....	16
" Brains—Chi Know..... per set	2
" Feet—Chi Kerk.....	12
" Fry—Chi Chak.....	12
" Head—Chi Tau.....	15
" Heart—Chi Sum..... each	8
" Kidneys—Chi Yiu..... pair	7
" Liver—Chi Kon.....	24
Pork, Chop—Chi Pai Kwat.....	23
" Corned—Ham Chu Yuk.....	—
" Leg—Chu Pei.....	24
" Fat or Lard—Chu Yau.....	18
Sheep's Head and Feet—Yeung Tau	—
Keok..... set	50
" Heart—Yeung Sum..... each	6
" Kidneys—Yeung Yiu.....	—
" Liver—Yeung Con.....	21
Sucking Pigs, To Order—Chu Chai.....	16
Suet, Beef—Sang Ngau Yau.....	17
" Mutton—Sang Yeung Yau.....	18
Veal—Ngau Chai Yuk.....	15
" Sausages—Ngau Chai Yuk Tong.....	—

POULTRY.

Chicken—Kai Chai.....	34
Capons, Large, Small—Sin Kai.....	32
Ducks—Ap.....	20
Doves—Pan Kau..... each	2
Eggs, Hen—Kai Tan..... per doz.	20
Fowls, Canton—Kai.....	30
" Hainan—Hoi Nam Kai.....	30
Geese—Ngol.....	20
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo..... pair	—
Musk Deer—Wong Keng..... each	—
Hare—Tu Chai.....	—
Partridge—Che Khoo.....	—
Pheasant—Shan Kai..... pair	—
Pigeons, Canton—Pak Kup..... each	35
" Holow—Hoihow Pak Kup.....	30
Quail—Um Chun.....	—
Rice Birds—Wo Fa Cheuk..... dozen	—
Snipe—Sa Chui..... each	70
Turkeys, Cock—Fo Kai Kung.....	60
" Hen— " Na.....	60
Wild Ducks, Shanghai, Sulap..... pair	—
Teal, Shanghai, Sulap..... each	—
Wild Ducks Canton—Sang Shing Sui	—
Apea..... per pair	—

FISH.

Barbel—Ka Yu.....	12
Bream—Bin Yu.....	14
Canton Fresh Water Fish—Hoi Sin Yu	—
Carp—Li Yu.....	13
Catfish—Chik Yu.....	11
Codfish—Mun Yu.....	10
Crabs—Hai.....	1

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6.....	10
12.....	25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBER DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [52]

Intimations.

NO TOILET REQUISITES
ARE COMPLETE
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,
Guaranteed made from Fruits and Flowers,
and to contain no animal fat. It is
most smoothing and refreshing
to delicate skins.

STAR LIGHT SOAP.

Pure and economical, agreeable, highly per-
fumed and a perfect toilet and nursery Soap.

AND ALSO

CEDAR GLYCERINE AND TAR SOAP.

New on Show.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 8th June, 1904. [72]

"Sanitas"
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or special use is thoroughly effective.
It is constantly directed to the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best at present known, and a strong
antiseptic and bactericidal than any other.
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
disinfecting qualities and its fragrance.

Kingzett's Fumigating Canisters
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong 22nd April, 1904.

Shipping.

Arrivals.

Roon, Ger. s.s., 4960, G. Meiners, 21st June,
Bremen 11th May, and Singapore 17th
June, Mails and Gen.—M. & Co.
Buenaventura, Br. s.s., 2,010, R. C. Ritson, 21st
June, London 7th May, and Singapore
15th June, Gen.—N. Y. K.
Kaifong, Br. s.s., 1,024, E. Finlayson, 21st June,
Cebu 10th June, and Hongkong 17th, Hemp
and Sugar.—B. & S.
Canton, Br. s.s., 1,110, A. A. Campbell, 21st
June, Wuhu 15th June, and Chinkiang
17th, Gen.—J. M. & Co.
Nubia, Ger. s.s., 2,234, Habel, 21st June,
New York 18th April, and Manila 18th
June, Gen. and Petroleum.—H. A. L.
Decima, Ger. s.s., 794, C. Christiansen, 21st
June, Canton 21st June, Gen.—S. W. &
Co.
Hupeh, Br. s.s., 1,204, Mathias, 21st June,
Shanghai and Amoy 16th June, Gen.—B.
& S.
E-Sang, Br. s.s., 1,127, W. F. Richard, 21st
June, Tientsin via Chefoo and Wei-hai-
wei 14th June, Gen.—J. M. & Co.
Prometheus, Nor. s.s., 1,023, H. Lersbryggen,
22nd June—Bangkok 15th June, Rice—
Joh. Fat Hong.

Orange, Nor. s.s., 1,001, Joh. Dannevig, 22nd
June—Bangkok 15th June, Rice—S. W.
& Co.
Chowit, Ger. s.s., 1,115, H. Textor, 22nd June,
Bangkok 16th June, Rice and Wood—
B. & S.
C. Fard, Lasis, Ger. s.s., 3,795, C. von Hoff,
22nd June—Singapore 16th June, Gen.—
H. A. L.
Agamemnon, Br. s.s., 4,461, R. Day, 22nd June,
Amoy 21st June, Gen.—B. & S.
M. Struve, Ger. s.s., 666, P. Brandt, 22nd June,
Tamsui 19th June, Amoy 20th, and
Swatow 21st, Gen.—O. S. K.

Departures.

Empress of India, for Vancouver.
Denishagen, for Shanghai.
Triumph, for Swatow.
Kwong, for Chinkiang.
Kwong, for Canton.
Roon, for Shanghai, &c.
Habel, for Hongkong.
Whamoa, for Shanghai.
Tian, for Manila.
Kwong, for Shanghai.
Lynton, for Canton.

Clearances at the Harbour Office.

Lynton, for Canton.
Alaska, for Canton.
Tak Hing, for West River.
Pak Kong, for West River.
Iha Verde, for Macao.
Duma, for Chefoo.
E-Sang, for Canton.
Kwong, for Swatow.
Yingking, for Canton.
Tian, for Manila.
Chunwai, for West River.
Kumun, for Shanghai.
Hongkong, for West River.
Empress of India, for Shanghai.
Nubia, for Shanghai.
Wingchat, for Macao.
Buenaventura, for Nagasaki.
Kwong, for Canton.

Per Roon, for Hongkong from Bremen—Mr.
Eugen Frank, from Southampton—Messrs.
E. P. Moss, Edg. Smiles, and Mr. and Mrs. H.
G. Bailey. From Genoa—Mr. With. Schmidt,
from Singapore—Mr. Loh Pak Nam, and Miss
Omahak. For Shanghai from Bremen—Mr.
Jos. Seitz, and Mrs. M. Petersen. From
Antwerp—Mr. Eug. Pelton, and Mrs. Phil.
Ueters. From Southampton—Messrs. J. Acker-
mann, Jr., A. J. Gregory, Mr. and Mrs. A. M.
Carrie and children, Rev. Bishop Illif, Mrs.
Illif and child, Mrs. J. Ackermann, Misses
Ackermann and M. Kende. From Genoa—
Messrs. J. G. Anderson, H. Allan, A. Allan,
Ad. Buttcher, Jos. Hausner, E. Kothe, M.
Neubrunn, Chas. Nicolai, Ad. Schilling, W. S.
O. Tinge and servants, H. St. John Wilding, M.
Wevel, Mr. and Mrs. C. Pötter, and Miss M.
Manowski. From Colombo—Mr. S. Greenstein.
From Penang—Mr. Markwick. From Sin-
gapore—Messrs. M. Baring and servant, A. V.
Brown, R. S. Freeman, Mrs. McBain, Miss M.
McBain, Masters G. and W. McBain and
servants, Mrs. Vantell and children, Misses F.
Adelaide, E. Gerta and B. Jeanette. For Nagas-
aki from Genoa—Mrs. Yowahocke Yoh. From
Singapore—Messrs. Hashimoto, Kurisaki,
Misses O. Hadama, Ohmato, Ohkei and Oh-
kano. For Kobe from Singapore—Mrs. Oisak.
For Yokohama from Genoa—Mr. E. Sielmann,
Dr. R. Oyama, and Mr. and Mrs. S. Witkowski.
From Penang—Mr. and Mrs. P. Hendry. From
Singapore—Mr. H. Tsuda, and Mr. and Mrs.
H. S. Leonard.

Per C. F. Laisir, from Singapore—250 Chi-
nese.
Per Chowai, from Bangkok—Mr. and Mrs.
Bentsch, and 14 Chinese.

Shipping Report.

Str. Canton from Wuhu—Light winds and
fine weather.
Str. Kaifong from Cebu—Hilo to Lat. 16°
N. moderate to fresh S'y winds, dull cloudy
weather with heavy rain at times, cross con-
fused sea, thence fine clear weather, moderate
sea, moderate to light S'y winds.

Vessels in Port.

STREAMESS:
Breid, Nor. s.s., 645, J. Falkmann, 19th June,
—Rajang 12th June, Timber.—Hang Fat.
Carl Menzell, Ger. s.s., 684, J. Janssen, 18th
June, Amoy 17th June, Ballast.—E. A. T.
Co.
China, Am. s.s., 3,186, D. E. Friele, 17th June,
—San Francisco and Shanghai 15th June,
Mails and Gen.—P. M. S. Co.
Chunyang, Br. s.s., 1,418, R. Cox, 18th June,
Bangkok and Koh-si-chang 12th June,
Rice.—J. M. & Co.
Daymar, Nor. s.s., 383, C. A. Carl, 19th June,
—Touane 16th June, Coals.—A. Bune.
General Alava, Am. transport, Whitton, 20th
June, Cavite 17th June.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 21st
June, Poochow via Swatow 20th June,
Gen.—D. L. & Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
11th June, Haiphong and Hoihow 8th
June, Gen.—J. & Co.
J. W. Taylor, Br. s.s., 1,793, John Waters, 13th
June, Penang 13th May, Coals.—Gliman
& Co.
Kansu, Br. s.s., 1,421, Baddley, 19th June,
Canton 19th June, Gen.—B. & S.
Keemun, Br. s.s., 5,727, H. L. Allen, 21st June,
—Singapore 16th June, Gen.—B. & S.
Laisang, Br. s.s., 2,224, E. J. Tadd, 6th June,
Calcutta 21st May, Penang 26th, and Sin-
gapore 31st, Gen.—J. M. & Co.
Loosok, Ger. s.s., 1,020, G. Schultzen, 17th
June, Bangkok and Kohsi-chang 11th
June, Rice and Wood.—B. & S.
Mazagon, Br. s.s., 3,280, W. H. Selby Hall,
21st June, London 9th April, and Singa-
pore 19th June, Gen.—P. & O. S. N. Co.
Nam Sang, Br. s.s., 4,015, Geo. Payne, 20th
June, Calcutta via Penang and Singapore
16th June, Gen.—J. M. & Co.
Perla, Br. s.s., 1,287, A. H. Nottley, 13th June,
—Manila 10th June, Ballast.—S. T. & Co.
Progress, Ger. s.s., 687, F. Bremer, 21st June,
—Touane 18th June, Coal.—S. & Co.
Restorer, Br. s.s., 1,748, Morrell, 10th June,
Saigon 8th June, Submarine Cable.—E. E.
Telegraph Co.
Rubi, Br. s.s., 1,611, R. W. Almond, 20th June,
—Manila 18th June, Gen.—S. T. & Co.
Signal, Ger. s.s., 907, A. Bendixen, 19th June,
—Bangkok 8th June, Rice.—J. & Co.
Theodor Wille, Ger. s.s., 2,386, A. Kritzfeldt,
18th June, Moji 14th June, Coals.—J. &
Co.
Yuensang, Br. s.s., 1,126, P. H. Rolfe, 20th
June, Manila 17th June, Gen.—J. M. &
Co.

Sailing Vessels.

Eclipse, Br. ship, 2,978, H. McBryde, 10th May,
—New York 10th Dec, 1903, Case Oil—
S. O. Co.
Kentmere, Br. bq., 2,334, Burch, 14th June,
—New York 29th June, Kerosine.—S. O. Co.
Maria La, Ital. bq., 2,118, D. Urso, 6th April,
—Freemantle 7th Feb., Sandalwood—
Order.
Trongate, Br. bq., 949, A. Hutton, 28th May,
—Freemantle 23rd May, Sandalwood—
Gliman & Co.

Steamers Expected.

Vessel	From	Agents	Due
Myrmidon	Batavia	B. & S.	June 24
Tijmabli	Japan	C. J. J. L.	June 24
Doric	Japan	P. M. Co.	June 27
Tonkin	Singapore	M. M.	June 27
Taiyuan	Singapore	B. & S.	June 27
Saitang	Singapore	C. P. R. Co.	June 28
Nicomede	Portland	P. & A. Co.	June 30
Emp. of Japan	Vancouver	C. F. R. Co.	July 4
Calpas	Victoria	B. & S.	July 7

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock
U.S.S. General Alava ... " "
H.M.S. Taku ... " "

Ships Passed the Canal.

Outward—1st June—Anapa, Stam, Sucula,
Germanicus, Badenia, Roon, Indrawadi. 4th
June—Tonkin, Moyuna, Silvia. 6th June—
Benlarig, 7th June—Radnorshire. 10th June—
—Junna, Nippon, Silthonia. 18th June—
Oceanien, Serpentin, Rhin.

Homeward—1st June—Brigavia. 6th June—
—Polynesien.

Arrivals at Home—1st June—Idomeneus.
4th June—Abyssinia, Prinz Heinrich, Annam.
7th June—Tydus. 14th June—Antenor, Bor-
neo, Trieste, Formosa, Glenroy, Palawan. 18th
June—Tlemachus.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Observa-
tory—
On the 22nd at 11.35 a.m. The barometer ap-
pears to have fallen generally in China and the
Philippines.
Gradients are moderate upon the China
Coast and moderate S.E. winds will pre-
vail in the Formosa Channel and S. to S.E.
winds in the northern part of the China Sea.
Forecast:—Moderate S. to S.E. winds,
cloudy, showery.
N.B. The information received this morning
is very meagre.

CHINA COAST METEOROLOGICAL REGISTER.

	June 21st, 1904, a.m.	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	29.76	—	—	S 2	—
Nemuro	6 a.m.	29.76	—	—	S 2	—
Hakodate	6 a.m.	29.77	—	—	S 2	—
Tokio	6 a.m.	29.86	—	—	S 2	—
Kochi	6 a.m.	29.91	—	—	SW 2	—
Nagasaki	6 a.m.	29.99	—	—	W 2	—
Kagoshima	6 a.m.	29.99	—	—	NW 2	—
Oshima	6 a.m.	30.00	—	—	S 2	—
Naha	6 a.m.	29.97	—	—	S 2	—
Ishigakijima	6 a.m.	29.97	—	—	SW 4	—
Taihou	5 a.m.	—	—	—	—	—
Taichu	—	—	—	—	—	—
Tainan	—	—	—	—	—	—
Koshun	—	—	—	—	—	—
Pescadores	—	—	—	—	—	—
Wei-hai-wei	9 a.m.	30.04	71	80	WSW 3	—
Gutslaff	—	—	—	—	—	—
Sharp Peak	—	—	—	—	—	—
Amoy	6.30 a.m.	29.97	78	95	W 1	c
Swatow	9 a.m.	—	—	—	—	—
Canton	10 a.m.	29.92	82	87	NE 1	o
Hongkong	10 a.m.	29.92	82	87	NE 1	o
Victoria Peak	—	—	—	—	SE 4	—
Gap Rock	—	—	—	—	S 1	c
Maui	—	—	—	—	—	—
Haiphong	—	29.92	82	77	W 1	c
Manila	—	—	—	—	SW 1	op
Bacolod	9 a.m.	29.91	83	—	NE 1	o
Hilo	—	29.96	87	—	—	—
Cebu	—	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

June 22nd, 1904, a.m.

Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	6 a.m.	—	—	—	—	—
Tokio	6 a.m.	—	—	—	—	—
Kochi	6 a.m.	—	—	—	—	—
Nagasaki	6 a.m.	—	—	—	—	—
Kagoshima	6 a.m.	—	—	—	—	—
Oshima	6 a.m.	—	—	—	—	—
Naha	6 a.m.	—	—	—	—	—
Ishigakijima	6 a.m.	—	—	—	—	—
Taihou	5 a.m.	—	—	—	—	—
Taichu	—	—	—	—	—	—
Tainan	—	—	—	—	—	—
Koshun	—	—	—	—	—	—
Pescadores	—	—	—	—	—	—
Wei-hai-wei	9 a.m.	29.97	79	90	ESE 3	cv
Gutslaff	—	—	—	—	—	—
Sharp Peak	—	—	—	—	—	—
Amoy	6.30 a.m.	—	—	—	—	—
Swatow	9 a.m.	29.87	81	96	SE 1	o
Canton	10 a.m.	29.87	83	79	SE 2	o
Hongkong	10 a.m.	29.87	83	79	SE 2	o
Victoria Peak	—	—	—	—	—	—
Gap Rock	—	—	—	—	—	—
Maui	—	—	—	—	—	—
Haiphong	—	29.88	84	77	W 1	c
Manila	—	—	—	—	—	—
Bacolod	9 a.m.	29.85	83	—	SW 3	o
Hilo	—	29.85	83	—	NE 0	o
Cebu	—	29.90	85	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

Post Office.

June 22 at 10 a.m. June 22 at 4 p.m.
29.92 29.84
82 83
87 78
0.32 —

Ships Passed the Canal.

Outward—1st June—Anapa, Stam, Sucula,
Germanicus, Badenia, Roon, Indrawadi. 4th
June—Tonkin, Moyuna, Silvia. 6th June—
Benlarig, 7th June—Radnorshire. 10th June—
—Junna, Nippon, Silthonia. 18th June

Mails.

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 P.M., the Company's Steamship "HIMALAYA," Captain J. Combe, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT. This Steamer connects at COLOMBO with the Australian Line S.S. "Dumbra" bound for MARSEILLES and BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till NOON only on MONDAY, the 27th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, 15th June, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.) THE Steamship

"BENGAL," Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Oriental" due in London on the 15th August. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 17th June, 1904.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TUG-BOAT COMPANY. Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Tremont	9,606	T. W. Garlick	June 28
Lyræ	4,417	G. V. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	Nov. 1

FOR MANILA. The largest, steadiest, and most comfortable steamers for Manila. Shawmut, 9,606 W. M. Smith, Ab. Aug. 12. Tremont, 9,606 T. W. Garlick, Ab. Aug. 12.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES. The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage. For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings. Hongkong, 15th June, 1904.

Consignees. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 21st June, 1904.

Consignees.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "MAZAGON," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY. Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 21st June, 1904.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "BENGAL," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:— From London, &c., ex S.S. "Australia" and "Syria." From Australia, ex S.S. "Marmora." From Calcutta, ex S.S. "Jahan." From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 16th June, 1904.

NOTICE TO CONSIGNEES. FROM HAMBURG, ANTWERP, LONDON AND STRAITS. THE Steamship "DENBIGHSHIRE," Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 20th June, 1904.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE. CONSIGNEES OF CARGO per Steamship "CHINA." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding discharge and undelivered by TUESDAY, the 21st instant, at 5 P.M., will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected. E. W. TILDEN, Agent. Hongkong, 18th June, 1904.

COMPAGNIE DES MESSEAGERIES MARITIMES. NOTICE TO CONSIGNEES. CONSIGNEES OF Cargo from London ex s.s. "Charente" and "Douro," and from Havre ex s.s. "Dauro," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting "it" to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 24th June, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 24th June, or they will not be recognised. All damaged packages will be examined on FRIDAY, the 24th June, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 17th June, 1904.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$660 sellers
National Bank of China, Limited.	4,451	£10	£8	\$250,000		\$2 (London 3/6) for 1903	5 1/2 %	London 66.10/- \$38 buyers
Do. (Founders)	750	£1	£1	\$175,533	\$21,668	None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 31,850	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$86 1/2 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$633,000	£5,380	10/- for 1902	5 %	\$119 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,950,000	Dr. \$63,123	\$5 for 1900		\$26 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 1/2 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$71,815	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	7 1/2 %	\$32 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,093	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	23/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 %	Tls. 48 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none			7 1/2 %	Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$171 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100	Dr. £7,235	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Co., Ltd.	50,000	£1	£1	£4,873	£6,671	No. 2 of 1/-		Tls. 6.80 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second } { half year 1903 } { Int. of Tls. 5 for half year ending 31.10.03 } { \$6 for 2nd half year 1903 } { \$10 div. and \$2 1/2 bonus } for 1903 { \$7 dividend } { \$10 div. & \$2 1/2 bonus for 1903 } { Final of \$2 1/2 making \$5 for 1903 }	6 1/2 %	\$213 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	\$6 for 2nd half year 1903	6 1/2 %	Tls. 156 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$10 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$260
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$7 dividend	6 1/2 %	\$200
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$108 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 155
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	\$489	\$14 for 1903	4 1/2 %	Tls. 100 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500				\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	{ Final of Tls. 1 & bonus of Tls. 2 making } { in all Tls. 8 for 1903 }	7 1/2 %	Tls. 110 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Dr. \$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,362	None		\$364 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	Tls. 10
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$59 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$23,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	Tls. 13 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	6 1/2 %	Tls. 25
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year	12 1/2 %	\$40
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903		Tls. 45 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		\$124
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,607	\$99,177	90 cents for 1903	7 1/2 %	\$124
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3/4 a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4/4 a/c 1898 on 6,000 shares		Tls. 321 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4/4 for 1897		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$20	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 43,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 61 buyers
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 1/2 %	\$94 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$134 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$74 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$8,000	\$800	\$5 for year ended 31.7.1903	9 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$62 sellers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	45 cents for year ending 30.4.1903	6 %	\$14
Hongkong & China Gas Company, Limited	30,000	\$10	\$5	none	\$7,387	£1 div. and 2/- bonus for 1902		\$74 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Final of Tls. 3 1/2 making Tls. 11 1/2	7 1/2 %	Tls. 115 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 108,172	Tls. 7,369	making Tls. 14 1/2 for 1903		Tls. 380 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of 37/6 making 52/6 for 1903	8 %	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making 1/1s. 16 for 1903	12 1/2 %	Tls. 130 sellers
Hall & Holt, Limited	21,000	\$10	\$10	\$186,000	\$13,104	Tls. 2 for half year		Tls. 130 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	\$18 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$135 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$10 for 1903	7 1/2 %	\$130
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$8,844	\$7 1/2 for 1903	7 1/2 %	\$18 sellers
Glacé Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$4,783	Final of \$12 making \$16 for 1903	7 1/2 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$3,029	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Wong Yee Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$20 for year ending 30.11.1903	7 1/2 %	\$180 sales
Campanell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$14 for year ending 31.7.1903	8 1/2 %	\$16 buyers
Wong's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$119	\$5 for 1903	8 1/2 %	\$17
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	none	\$119	None		\$5 sellers
Do. (Founders)	100	\$10	\$10	\$14,000		90 cents for year ended 31.5.1903	8 1/2 %	\$104 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 1/2 %	\$210 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$3,739	None		\$17 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903	9 1/2 %	\$7
Wong's Asbestos Eastern Agency, Limited	5,000	Gs. 100	Gs. 100	Tls. 3,469	Tls. 27,187	Final of 50 cents for 1903	9 1/2 %	\$104
Shanghai Horse Bazaar Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	{ First quarter of Tls. 10, paid 15.04.03 } { Second do. Tls. 10, paid 15.04.03 }	13 1/2 %	Tls. 305 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Tls. 5 for 1903	7 %	Tls. 714 sales
Do. (Founders)	6,000	\$15	\$12	\$10,000	\$1,253	Final of Tls. 5 making Tls. 10 for 1903	9 1/2 %	Tls. 125 sales
Do. (New Issue)	123					Final of \$1.20 making \$1.70 for 1903	12 1/2 %	\$3 sales
L. London, Limited	24,000	\$15	\$7 1/2			None		\$100 buyers
China Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	First year		\$7 sales
Lo Brothers, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
Shanghai Trading Company, Limited	10,000	\$100	\$100	\$16,000		Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Wong's Asbestos Eastern Agency, Limited	250,000	\$10	\$10	\$69,000	\$83,403	\$10 for 1902	7 1/2 %	\$115 buyers
Wong's Asbestos Eastern Agency, Limited	4,500	\$50	\$50	\$12,500	\$2,706	{ \$1 div. and 25 cents bonus for half year } { ended 30.6.1903 }	8 %	\$15
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	3,400	\$10	\$10	none		\$1 div. and \$1 bonus for 1903	8 %	\$95 sellers
China Morning Post, Limited	1,000	\$50	\$50			\$4 for year ended 31.10.1903	8 %	\$17
Do. (Founders)	6,000	\$50	\$50			First year		\$50
Do. (New Issue)	1,000	\$50	\$50			First year		\$25